THE LATEST NEWS

MAGNETIC TELEGRAPH

FROM WASHINGTON. Editorial Co WASHINGTON, Friday, Feb. 8, 1856.

Gen. Cass was very severely, but I trust not dangerously injured by his fall down the steps of the Patent Office to-day. His worst symptom is a tendency to drowsiness. His advanced years are counterbalanced by his temperate habits, and his recovery can hardly be doubtful; yet it is probable that he will not be able for some time to resume his seat in the Senate. He received a very severe blow and cut in the temple from the stone step on which he fell, and bled freely. He was brought home on a mattrass by bearers. He is decidedly better this evening.

Ex-Clerk Forney, of the House, lies dangerously all of constination.

Secretary Marcy has afresh peremptorily refused to receive Embassador French, or to recognize in any way the Rivas-Walker Government in Nica-

From Our Own Correspondent.

WASHINGTON, Friday, Feb. 8, 1856. Gen. Cass is much relieved and his injuries are now supposed not to be alarming. Seaman, the Superintendent of Public Printing, will probably be exonerated by the Investigating Committee. Cullom has notified his subordinates of his intention to remove them. Three will escape.

To the Associated Press.
WASHINGTON, Friday, Feb. 8, 1856.

Washington, Friday, Feb. 8, 1856.

Gen. Cass, this morning, fell from the steps of the Patent Office—the full breaking one of his arms.

SECOND DISPATCH.

Mr. Cass fell a distance of four steps, and was picked up and conveyed to the National Hotel in a state of insensibility. His forehead is badly cut, and it is feared his skull is fractured. When taken up he was bleeding profusely from the temple and the mouth.

THISD DISPATCH.

Mr. Cass was speechless for some time, but has recovered his voice, and now recognizes some of his friends. It is now asserted that his arm is not broken.

Drs. Garnell and Miller are in attendance upon the gufferer.

The physicians in attendance think that the injuries

Sustained by Mr. Cass will not prove serious, aithough from his advanced age and the severe jar to his frame, there is some danger to be apprehended from inflam-Speaker Banks is closely engaged in the formation

of Standing Committees, and has at least another day's work before him to complete them.

It is snowing briskly here this evening.

No Northern mail has been received to-night.

FROM SUPERIOR.

FROM SUPERIOR.

CHICAGO, Friday. Feb. 8, 1856.

An overland party, from Superior City on the 24th nlt., arrived here last night. The Government road from St. Paul to Superior city is open. The season has been comparatively mild. The coldest day of the Winter was on the 31st of December, when the mercury fell to 32° below zero. Supplies of provisions are abundant. The party has gone east, to secure steamboat connection with the Lower Lukes during the coming season.

DEATH OF THE HON. THOMAS SILL. ERIS, Pa., Friday, Feb. 8, 1856.

The Hon. Thomas Sill, a distinguished lawyer and politician, died in this city last evening.

MARINE DISASTER. Boston, Friday, Feb. 8, 1856.

The bark Messenger Bird, from Boston for Valparaiso, put into Bermuda on the 15th ult., dismasted.

UNITED STATES SUPREME COURT. UNITED STATES SUPREME COURT.

WASHINGTON, Friday, Feb. 8, 1856.

Cause No. 208.—Josiah Dykes et al., vs. Joseph
Ufford, in error to District Court of Texas. On motion
of Reverdy Johnson, for defendants, the cause was
docketed and dismissed with costs.

No. 59.—John J. Orton, appellant, vs. George
Smith. Argument was continued by Mr. Brown for
appellees, and concluded by Mr. Gillett for appellants.

NEW-YORK LEGISLATURE.

SENATE ... ALBANY, Friday, Feb. 8.

Mr. C. P. SMITH, Chairman of the Committee on Commerce, this morning brought in a bill amending the Revised Statutes relative to interest on money.

The following are its provisions:

SEC. I. No promissory note, draft or bill of exchange, not having more than eight months to run from the execution there of, shall be void by reason of any agreement between the parties to such note, draft or bill of exchange, to receive, pay or allow note of interest above seven dollars upon one hundred dollars for one year, and at the same rate per cent for any longer or

Shorter period.

SEC. 2. Whenever in any action brought upon any promissory note, draft, or bill of exchange not having more than eight months to run from the time of the execution thereof, as in sect named, and it shall appear by the pleadings or proofs in such action that a greater rate of interest has been represented by the proofs of the proofs o

Not this act named, and it shall appear by the pleadings or proofs in such action that a greater rate of interest has been received, paid or allowed on such promissory note, draft, or bill of exchange, the plaintiff in such action shall nevertheless received from the defaudant the amount actually paid, lent, or alwanced, without interest or costs of action.

Sec. 3. If before action is brought upon any such promissory note, draft or bill of exchange, the maker thereof, acceptor or indorsers shall tender to the owner of such promissory note, draft, or bill of exchange, the amount received, paid or allowed spon such, with interest thereon at the rate of 7 per cent, as in section first of this set named, and which ead tender shall be refused by such owner, then, in such case, upon any action brought to recover upon such premissory note, draft or bill of exchange, the defense may, by answer, plead such tender, and if, upon the trial, it shall appear that a greater rate of interest has been paid, received or taken upon such promissory note, draft or bill of suchange than 7 per cent, then, in such case, the plaintiff shall pay all the costs and disbursements of the dofendant in such action, and which, on motion, may be set of sgainst the amount of the plaintiff's recovery.

Sec. 4. The provisions of this Act shall not extend to, or in any way authorize any Bank or incorporated company to take or receive, directly or indirectly, over seven per cent per samum of interest on any loans or discounts made by any such Bank or theorprorated company.

Sec. 8. So much of title 3d, chap, 4th, part 2d of the Revised

Bank or interest on any least of the part 2d of the Revised Bank or incorporated company. Sec. 5. So much of title 3d, chap. 4th, part 2d of the Revised Statutes, and so much of the laws of 1837, chap. 430, as are lineonsistent with the provisions of this act are hereby re-pealed. Sec. 6. This Act shall take effect immediately.

Pealed.

SEC. 6. This Act shall take effect immediately.

THE NEW-YORK CONSUMPTION HOSPITAL.

Mr. SPENCER presented the First Report from the officers of this Institution, signed by Peter Cooper and the other Trustees. They report that so far their action has been of a preliminary character, and as they are without the receipt of funds they have no financial statement to submit. They have, however, already instituted proceedings with the view of obtaining statistical facts respecting the prevalence and fatality of consumption and diseases of the chest and fatality of consumption and diseases of the chest and fatality of consumption and throughout the State. Replies to their interrogatories have as yet been reteived only from public institutions of the City of New-York and its vicinity—the result of which shows that the number of patients constantly under treatment in 1854-55 for consumption and other diseases of the chest at the Hospitals of Bellevue, Ward's and Randall's Islands, amounted to 533, and during the whole year 650 were treated at the Hospital of Flushing, Long Island. During the same period 900 failed to find admittance to the New-York Hospital. The reports from all the Dispensaries in the City of New-York for the same period showed that, including those prescribed for at the institutions, and attended at their dwellings for consumption, Sec., amounted to about 18,200. They close with a petition acking for an appropriation of \$30,000 to aid in the earth light and consumption of the appearance of the cash lighteen of a negrital conductored that an equal to the cash lighteen of a negrital conductored that an equal to the earth lighteen of a negrital conductored that an equal to the cash lighteen of a negrital conductored that an equal to the cash lighteen of a negrital conductored that an equal to the cash lighteen of a negrital conductored that an equal to the cash lighteen to fa negrital conductored that an equal to the cash lighteen to fa negrital conductored that an equal to the consumption of th amounted to appropriation of \$30,000 to aid in the establishment of a hospital, conditioned that an equal

establishment of a hospital, conditioned that a sum be raised by private subscription. TOWN MUTUAL INSURANCE COMPANIES. Mr. RICHARDSON brought in a bill authorizing the formation of town mutual insurance companies. It is intended strictly for country insurance—no risks of over \$2,000 being allowed. It is urged by the friends of the measure that the average of country towns, containing from 500 to 600 dwellings, and about 3,000 inhabitants, it is a fair estimate that in such towns 200 persons would want an insurance of \$200 cach. If the insurance is cheap and certain, as it will be if confined to the payment of rural losses only, this estimate might be raised fifty per cent. But at the first estimate it will give a total of \$160,000. Say premium notes are taken for 15 per cent, and a cash payment on them of 5 per cent, would give a capital of \$24,000, with \$14,000 in cash—with which the losses for three years are to be met. It would not cost over from \$50 to \$100 a year to manage any town company. From careful estimates, the losses by fire in the eight rural towns of the IId Assembly District, of Oneida County, with a population of over 22,000, will not average \$300 a year for the last twenty years in each Mr. RICHARDSON brought in a bill authorizing eight rural towns of the IId Assembly District, of Oneida County, with a population of over 22,000, will not average \$300 a year for the last twenty years in each town. The cost of insuring farm risks in careful and well-regulated County Mutual Insurance Companies has been found to be less than one-tenth of one per cent a year on the amount insured. The bill simply allows those persons in a town who wish to insure isolated buildings to associate together and pay only the actual cost of the losses. If, in the case supposed, the

common rate of one per cent per annum, their three years insurance of \$160,000 would cost them \$4,800 instead of \$1,000. two hundred persons insure in Stock Companies at the

instead of \$1,000.

THE COMOES WATER COMPANY.

Mr. SPENCER brought in a bill authorizing this Company to borrow such sums of money as may be required to pay the debts and to carry on the business of the Company, and to issue therefor the boads of said Company for the payment of the same.

Mr. RAMSAY brought in his bill amending the ger ral law relating to railroads, by providing that any allroad company having a funded debt, secured by and and mortgage or otherwise, that shall appropriate my of its net earnings to the payment or satisfaction of such funded debt, or any part thereof, or to a sinking fund for the redemption of such debt, or any part thereof; or any company that may have heretofore made such appropriation, may by resolution of the Board of Directors, issue stock to an amount not exceeding such an appropriation, and divide said stock as dividends pro rata among the steckholders of said company, and that the capital stock of any such company shall if necessary be increased to meet any such some said of stock. It was referred to the Railroad Committee

RELATIVE TO PARTITIONS.

Mr. WADSWORTH brought in a bill amending the Code of Procedure and other laws relative to actions of partition, which provides as follows:

SECTION I amends the Code of Procedure so that it shall read as follows: The provisions of the Revised Statues relating to the partition of lands, tenements and hereditaments, held or possessed by joint tenants or tenants in common, shall apply to actions for such partition brought under this act, so far as the same can be as applied to the substance and subject matter of

guardian."
Sec. 3. The Act to take effect immediately.

SEC. 3. The Act to take effect immediately.

ENROLLMENT OF THE MILITIA.

Mr. NOXON brought in a bill amending the Act relative to the enrollment of the militia, which provides that the commutation money shall be applied exclusively to military purposes for the benefit of the uniformed militia, and no money shall be paid from such fund by the County Treasurer (except the compensation to the Assessors for making the enrollment) but upon the order of a board of officers, which order shall specify on its face the objects for which such money is paid. The compensation to be paid the Assessors shall be the same as that allowed Assessors for making the annual assessment of property.

annual assessment of property.

THE CENTRAL PARK.

Mr. SICKLES this morning gave notice of his intention of introducing a bill for the regulation and improvement of the New-York Central Park.

THE VACANCY IN THE REGESCY.

The resolution moved yesterday, by Mr. WADS-WORTH, for the election of two Regents of the University on the 15th day of March, in the place of the late Jabez Hammond and P. S. Van Rensselaer, was adopted. GRANTING GRACE.

The bill making bills of exchange, or drafts payable at sight, without grace being allowed thereon, was taken up in Committee of the Whole.

Mr. KELLY, in advocacy of the measure, briefly stated the origin and cause of the practice of granting grace. He could easily conceive the necessity for the practice a century or even a half a century ago, before we had railroads and telegraphs, but the splendid roads and telegraphs we now enjoyed entirely removed the necessity, and, in his opinion, justice to all parties concerned demanded its abolishment. In Europe, it is true, though, in certain cases, the allowance of days of grace ranged from three to thirty days, while in some cities, as in Leghorn, there was no allowance, and in other places, where grace was allowed by law, the respectable among the mercantile classes refused to accept it. But the cause for this wide range and these discrepancies no longer existed. Steam and telegraph have rendered it possible to make and use the same rule. Mr. K. thought that as New York was the great commercial State, she should initiate the reform. Should the provisions of this bill be extended to paper payable at a specified day, it will soon be extended to all prommissory paper. Even now no grace is required or asked for upon the coupons of bonds of municipalities and incorporated companies.

Mr. WADSWORTH did not think the bill worked

porated companies.
WADSWORTH did not think the bill worked Mr. WADSWORTH did not think the bill worked a complete reform. It does not provide for a uniform rule. He argued that the commercial world needed protection as well as the banks. He moved to strike out the second section which makes all checks, bills of exchange, or drafts upon any bank or banking association, or upon any person within the State, payable on presentation, without grace.

Mr. HALE opposed the bill generally, but thought that if it was to pass the only clause it evntained that was commendable, was that denying grace to banks and bankers.

Before any question was taken the Committee reported progress.

ported progress.

The Senate then adjourned till Monday evening at

ASSEMBLY.

REPORTS OF COMMITTEES.

Mr. B. SMITH to amend the Act to regulate the Police of the City of Trov.

Mr. PRESCOTT against the bill to repeal the Act relative to the Highland Turnpike. Agreed to.

Also favorably on the Binghamton Court street Bridge bill.

Also to confirm certain provisions regarding a Bridge over Kinderhook Creek at Stuyvesant.

Also relative to a Bridge over Kinderhook Creek at Stuyvesant Falls.

Mr. ANTHON to amend the Act to establish Courts of Civil and Criminal Jurisdiction in Brooklyn. Police of the City of Troy.

Civil and Criminal Jurisdiction in Brooklyn. Mr. PAYNE-To alter the lines between Stockport

Mr. ANTHON-To enable executive officers of New-York to obtain proof or information.

Mr. SCOTT-To continue and extend the Sufficient In-

surance Company.

Also to extend the Charter of the St. Lawrence Mutual Insurance Company.

Also to continue and extend the Charter of the Mechanics' Mutual Insurance Company in Troy.

Also, of the Monroe County Mutual Insurance Com-

Pany.
Mr. CASE, by bill, for the relief of George Foltz.
Mr. SNOW, by bill, for the relief of Sally Chamber.

lain Carr.

Also, by bill, for the relief of Thomas J. Taffe.

Also, by bill, for the relief of John Kennedy & Co.

The Abnual Report of the Westchester County Savings Bank was received.

Also, of the Institution of Savings of Merchants

Also, of the East River Savings Institution.

Also, of the East River Savings Institution.
Also, of the Buffalo Savings Bank.

RESIGNATION OF A REGENT.

A communication was received from P. S. Van
Rensselaer, resigning his position as Regent of the
University. The communication was dated as Dresden, Saxony.

Mr. VAN SANTVOORD called up the bill in relation to the Village of Hempstead, and moved its recommittal for amendment. Carried.

NOTICES OF BILLS.

Mr. CARPENTER—To extend the charter of the
Westchester County Mutnal Insurance Company.

Mr. JULIAND, in relation to suits against village
officers.

Mr. BURTON, for the relief of J. E. Barnard.

Mr. DUGANNE, to enable Supervisors of New-York to raise money by tax.
Mr. BREVOORT, to protect citizens of New-York against imposition by city railroads.

Mr. FLOYD, to amend the Act authorizing the sale

of lands for taxes.

Mr. SCHOONMAKER, for the relief of Elihu C.

Wright.

Mr. MAHEN, for opening and laying out Jones's
Wood Park, New-York.

Mr. GUEST, to charter the New-York Harmonic Mr. PRENDERGAST, declaring French Creek a

Mr. BRADY, to amend the General Railroad law. Mr. SHEA, to amend the several acts relating to the public health of New-York City, and to make the Health Officer a salaried officer. Mr. STRANG, relative to suits against Sheriffs.

Mr. WARNER-To extend the time for the collection of taxes in Oswego City.

Mr. MATTICE-To authorize Greene County School

Districts to purchase maps of Greene County.

Mr. PENFIELD—To amend the charter of the Waterville Volunteer Fire Company.

CLERKS OF SUPERIVISORS TO ADMINISTER OATHS.

Mr. PRESCOTT brought in a bill to authorize Clerks of Boards of Supervisors to administer oaths. to any person concerning any matter submitted to the Board or connected with their powers or duties.

TOWN MUTUAL INSURANCE COMPANIES.

Mr. PRESCOTT brought in a bill authorizing the formation of Town Mutual Insurance Companies, and

lowing them to go on and insure where their premium otes amount to \$6,000.

Mr. E. T. WOOD—Creating the Nineteenth Ward

n the City of Brooklyn. Same bill before the House of the First Baptist Church in Chicago. Mr. WOOD moved that it be referred to the Kings

County delegation, with power to report complete.

Mr. DIXON brought in a bill which provides that no conveyance made by the Controller upon any sale of lands for taxes, which conveyance was executed fifteen years ago or more, shall be deemed invalid on inds so sold for taxes.

Mr. BURTON—To gmend the Charter of the Onon-

days County Savings Bank.

Mr. MAHEN-To license small boatmen of the City

Mr. SNEDEKER-For the relief of Eugene B.

Franklin and wife.

Also, to amend the act levying moneys upon masmates, mariners and seamen arriving at the port of New-York, &c.
Mr. BEADY-To authorize the officers of the vil-

lage of Green Island to dose up a portion of Page street and reduce the width of Centre street. Mr. HAKES-To increase the salaries of the As-sistant Matrons of the Sing Sing Prison.

sistant Matrons of the Sing Sing Prison.

PUNISHMENT OF CRIMES.

Mr. JENKINS brought in a bill in relation to the punishment of crimes in certain cases, which provides that persons, under the age of th, convicted of State-Prison offenses, may be sent to a Penitentiary Prison instead.

Also, to charter the Albany Exchange Savings

Mr. SCOTT, to amend the 339th section of the Code

of Proceedure.

Mr. CURTIS—To continue and extend the charter of the Weschester Co. Mutual Insurance Co.

Mr. B. SMITH—In relation to the income of the School fund in the Town of Rider, Monroe County.

Mr. FOOT moved that copies of the Session laws of 1855 and 1852 be procured for the use of Mombers.

Mr. ODELL moved that the resolution, adopted on Mr. ODELL moved that the resolution, adopted on Monday, calling upon James M. Cook, late Controller, to draft a bill for a more equitable taxation of Insu-rance Companies, be rescinded. He thought it rather unusual to take from our Committees their duties in this manner.

Mr. FOOT said: The House will recollect that whe

Mr. FOOT said: The House will recollect that when we were in Committee of the Whole the other day, an Assembly hill No. 2, which proposes to repeal the law of 1853, the Committee rose on my motion to anable us to examine that law. On examining it, I found it to be one which regulated the taxation of incorporations; hence a very important one, and it appeared to me that some of its sections ought to be repealed or materially modified, as they adopted the principle that the amount of profits yearly earned should determine the amount of tax, which seemed to me unsound. Moreover, an absolute repeal of the law would revive an old net which, as I understand, entirely exempted from taxation Marine-Insurance Companies and corporaold net which, as I understand, charge charge taxation Marine-Insurance Companies and corpora-tions for manufacturing purposes, and subjected plank-roads and some other useful and unprofitable corpora-tions to full taxation. Such a law might have been tions to full taxation. Such a law might have been wise when it was passed, but certainly would be very unjust at this time. Now after becoming thus very imperfectly acquainted with the state of our legislation with respect to the taxation of corporations. I met with the report of the Controller, Mr. Cook, and found that he had discussed the subject fully and ably. The reading of his report, the present state of the law, the immense amount of property held in this State by corporations, and the incalculable amount of capital employed and business conducted by them led me to the opinion that the present Legislature ought to give its attention to the subject, and pass a full and just law regulating the taxation of corporate property in this State. It occurs to me that the late Controller, without much further investigation could prepare such a law, and It occurs to me that the late Controller, without much further investigation could prepare such a law, and that as he now held an independent State office, viz., Superintendent of the Bank Department, the House had the right to his services. I offered the resolution passed the other day, referring bill No. 2 to the Select Committee on the Assessment and Collection of Taxes, and requesting Mr. Cook to prepare and report to the House, a bill containing till, just and accurate provisions for taxing corporations and corporate property. The House adopted the resolution without opposition. Mr. Cook's political associations formed no inducement to me in preparing and proposing the resolution, and least of all did I think of giving him a duty to discharge for which he was to receive a pecuniary compensation, as has been suggested, I still see no objection to the resolution. Mr. Cook has administered the office of resolution. Mr. Cook has administered the office of Controller with fidelity and ability, as all concede. He has examined fully the subject of taxation upon corhas examined fully the subject of taxation upon corporations, the bearings of the present law, and clearly shown its defects. He knows better than any other gentleman in the State within my knowledge the provisions of law necessary to secure a just and equal taxation upon corporation property; and, as the State is entitled to his knowledge, I hope the House will secure it in some form—I care not how. If it is more in accordance with usage for the Committee having the subject in charge to ask the aid of Mr. Cook, than to request it by resolution of the House, then let that course be pursued, and rescind the resolution.

Mr. ODELLI. sustained his motion to rescind—calling upon members to insist upon their ability to draft their own bills.

The resolution of Mr. Odell, rescinding the former resolution, was adopted.

esolution, was adopted.

Mr. NORTHUP moved that the use of the Chamer te-morrow morning be granted to Mr. Garrison.

Agreed to,

Mr. SNOW called up the resolution appointing Thomas E. Osborne a door-keeper. Adopted.
Mr. PRESCOTT moved that file boards be procured
for filing the general orders. Agreed to.
Mr. FENN moved that when the House adjourn

at 10 a. m.

Mr. SNOW moved to adjourn from to-day to Monday

morning, at 10 o'clock.

Mr. DAWSON moved that the Honse meet at 10½ a. m., adjourn at 1½ p. m. Not in order.

Mr. COLE moved to adjourn to 7 p. m. Monday.

Mr. CASE moved to lay the whole subject on the

Mr. HOYLE called up his joint resolution in refer-Mr. HOYLE called up his joint resolution in reference to the claims of Revolutionary Soldiers—instructing our Representatives in Congress to advocate and vote for a bill to provide for the final settlement and payment of the half-pay for life, which was promised by the Continental Congress to the officers of the Revolutionary Army, who should serve to the end of the war, or until their reduction, deducting the value of the commutation certificates issued in their names; and that the amount found due be paid to the officer, if alive, and if dead to his widow and children equally, and if none to the next of kin of such deceased officer, and that suitable provision be made for the widows and children of those officers who were killed in battle or died in the service; and that such bill conform to the principles and promises contained in the resolutions of Oct. 21, 1780, Jan. 7, 1781, and 8th of March, 1785.

785.
Mr. HOYLE sustained his resolutions.
Mr. GLOVER moved that the words " be instruct-

d" be stricken out.

Mr. HOYLE hoped the motion would not prevail The resolutions were drawn up in the usual mann and style, and if members could not vote for them their present shape, let them vote against them. The motion to strike out was lost, and the resolu-tions were then adopted.

THE ARCTIC EXPEDITION.

Mr. DUGANNE offered the following, which lies

Mr. DUGANNE offered the following, which lies over, under the rule:

Whereas, The achievement of brave and self-sacrificing citizens of our Republic are worthy of special mark, as adding luster to the entire mational character, and attesting the value of those institutions under which individual instances of herefar are developed; and whereas, such achievements, when subservient to the interests of science, are not only national, but world wide in their beneficial influences and results.

John Warreas, A claimen of this State, has signalized his courage, endurance and particitism, in pursuance of scientific discoveries, and has won for the American nation the proud distinction of hearing her flag farthest and forement in the Arctic latitudes, and to the very shores of the hitherto unracognized open ocean at the pole; be it therefore.

Reselved, (if the Senate concur.) That the commendations and thanks of this Legislature, on behalf of the people of the Scate of New York be, and are hereby tendered to Henry Grinnell, for his liberality and public spirit in fitting out and sending forth the Arctic Exploring expedition, and to the officers and ceamen of that expedition, who devotedly encountered the hardships and perils of Pour navigation is the search for a lost mariner.

Peoples of the Senate concur! That a gold medal, appropri-

nariner.

Resolved, (if the Senate concur) That a gold medal, appropr

note open sea.

A resolution appointing Nathaniel Curtis was then dopted—79 to 18. adopted-79 to 1s.

Mr. ANTHON moved that it be referred to the Judiciary Committee to inquire whether any changes are necessary with regard to the appointment and tenure of judicial officers; and if so, the necessary steps be taken for an arendment of the Constitution. Lies

over.

Mr. COLE moved a concurrent resolution calling upon the Secretary of State for information relative to field notes of the Holland Purchase, between Genesce and Orleans Counties. Lies over. Adjourned.

The Rev. Dr. Dowling of this city, the well known author of the " History of Romanism," &c., has receided an unanimous invitation to resume the pastoral charge of the Berean Baptist Church, in New-York, corner of Bedford and Downing streets, of which he was formerly for several years the pastor. The Rev. Dr. Ide of Springfield, Mass., formerly of

FROM WISCONSIN

Correspondence of The N. Y. Tribune.

BARABOO, Wis., Tuesday, Jan. 29, 1856. On the 17th of August last, while on Lake Michigan, just before landing at Milwaukee, the joint action of an overcoat and a great deal of exercise in the way of shivering, could not succeed in keeping me warm. I attributed the circumstance to the strong breeze on the lake; but after landing, and taking the cars for Madison, I was happy to get off the cars at the different stations. to thaw out a little in the sun. I was a good deal amused to hear a fellow-traveler remark that this would be a very fine climate if one could only keep from freezing to death in midsummer. That week however, was so much colder than usual, as still to be known by the name of "the cold week in August." I am not at all sure that the trains on the Milwaukee and Mississippi Railroad are slower than those in other parts of the West; but on that particular day, I had serious apprehensions of meeting with the same accident that is said to

have befallen a middle-aged passenger on one of the Michigan roads—dying of old age. The Village of Madison, which is shortly to be incorporated into a city, has a site which for beauty may challenge comparison with any other considerable town in the United States. It stands on the southern part of what may be called an isthmus, which separates Third and Fourth Lakes These lakes are two sheets of water, surrounde by the most enchanting scenery that so level a country is capable of, and containing each several thousands of acres. They are connected some distance above the town by a narrow channel, which has been straightened for milling purposes, and a neat little steamboat plies every summer on one or other of these lakes, being transported across

the neck upon a wagon.

The growth of the village is taking place mostly toward the south, as the upper part of the neck is, except a narrow ridge, too low to afferd any very decirable village lots. For the more efficient drainage of this low-lying land, the channels between Third and Second and between Second and First Lakes are being straightened; as in this way the level of Third Lake will be reduced some two or three feet. The town proper stands on ground of considerable elevation, and the University Buildings have perhaps the finest site in the whole place. From the front windows a full view of both lakes may be had, and an avenue, running diagonally from the park, is directly or nearly so in front.

I am inclined to believe, from my own observations, and from the explanations afforded me by an officer of the institution, that our friend Bayard Taylor's criticism of the obliquity of the college facing was somewhat hasty. The buildings themselves make no pretensions to elegance, and only two out of five are so far completed. The middle one, not yet erected, is to stand on high ground at the head of an avenue which meets the avenue from the park at an angle of eight degrees. Yet, far from producing the effect of askenness, if I may so speak, will, I think, give it a bold and picturesque appearance. This effect, however, was not the object in view in so locating the avenue; it was for the purpose of giving the central and principal building a more commanding site on the greatest elevation, as well as to accommodate the of the ground. There is a boldness of idea about this obliquity, which, although accidental, as I believe, cannot but satisfy after a more lengthy ex-

amination.

Not so with the State-house. The architect of this building, as he would style himself, although he has no title to the name, had a voice, as I understand, in laying out the streets of the village, and accordingly, to show off his own building qualifications to the best advantage, laid out four streets running at angles of forty-five degrees from the four corners of the public square. This arrangement has the effect of splitting up, very in-conveniently and tastelessly, some of the finest squares in the town, which, to say the least, is bad. He has designed a building of pseudo-Greek ar-

chitecture, with a dome which has the modest appearance of an umbrella whose handle is hidden in the building; and the edifice itself will, for monstreaity, bear off the palm from any other deformity that exists, or ever existed. This is worse

But our hero was not content with having spoiled the City plan, and with having maddened every unlucky mortal who might chance to look up any one of the eight streets which center upon this creation of his genius, but he must needs put the climax of absurdity upon it in its decidedly unique facing. He has set the building, which is a long rectangle in its general form, with its face fronting one of the diagonal avenues, so that dizziness waits upon every beholder: and a park, otherwise most beautiful, is completely spoiled. This is, indeed, worst of all.

The responsibility of the Madisonians extends only to their letting this scourge of their town remain. It was built years ago, when the now almost matured State was in its territorial infancy It is to be hoped that a new edifice, at least de

cent, will soon replace this heap of rubbish.

Some of the buildings here are built of a sandstone of the bullmings here are but of a salar stone, a considerable quarry of which is found near the village. I have never seen any other sandstone precisely like this, and, I think, none so beautiful. It is of a light, delicate tint, yet of the greatest richness, incompatible as these two quali-ties may seem. It more perfectly satisfies the eye than even the beautiful Caen stone which is beginning to be used at the East. The fact that the University buildings are of this material, atones, to a considerable degree for their plainness; and the circumstance of its being cheaper than brick, and as cheap as any other building stone found there, has rendered it the constructive material for many

stores and residences.

The village is supplied with gas and with good water, and there is little in the manners of the in habitants to remind one that it is a Western town

There seems to be little doubt as to the issue of the suit between the two claimants for the seat of There is not a shadow of doubt in the Governor. public mind as to the legal and moral right of Bashford's claim. Ex-Governor Barstow, if he persevere in his present policy, will only have suc-ceeded in drawing upon himself, if possible, a greater detestation than heretofore on the part of the more intelligent and rightminded of both par-The almost unanimous feeling is that he

overleaped the mark.

The day succeeding the one on which I arrived in Madison proved equally chilly with its prede-cessor. But the warmer weather that followed convinced me that these days were marked excep tions to the general state of the mercury. I am informed by the inhabitants that the Summers here are even warmer than in Connecticut.

After a short stay in Madison I came to the vil-

lage of Baraboo, which lies, in an air line, thirty-two miles from Madison in a north-west direction. The inhabitants are very fond of calling the dis tance but thirty four miles by the road in order to bring themselves as near as possible, I suppose, to a good market: but, by frequent inspections of the map, and by observations in traveling the road some five times, I think the distance cannot be less than forty miles. In good weather thirty miles of this distance is on an excellent road, through oakopenings and across the great rolling Sun prairie, one of the largest in the State, and said to be the most undulating. In wet weather the road through the oak openings becomes rather Ohio-ish, and is agreeably diversified by sprinklings of corduroys. The road over the prairie is never very bad, and in dry weather is better than any plank or Macadamized road in existence.

The ten miles nearest to Baraboo are those

which try men's soles, as well as horses; as the men are all expected to walk up the steepest parts, while their wives are being tugged up by the stage horses. The road leads over high hills, luffs, as they are universelly called here, some re between five hundred and a thousand feet h. These bluffs are the highest for many les around, so that Baraboo Bluffs have become a by-word. There is no getting to Baraboo without traveling this route, or going a much longer road, by way of Portage City. In Winter, how-Philadelphia, has been invited to become the pastor

well as Baraboo village, I hope to write you here-

MILE RACHEL'S DEPARTURE.

Contrary to all our hopes, this incomparable dranatic artist leaves America to-day, with the pla which brought her here all unfulfilled, and the mos illiant and daring theatrical enterprise ever under taken, arrested in the very flood-tide of success Mille Rachel came here with a numerous and well ap pointed troupe, with the intention of giving som undred and fifty representations, and of visiting all he principal cities of the United States and Canada eside Havana, and possibly Mexico. She has given, however, but about thirty, and those in the cities New York, Boston, Philadelphia and Charleston alone he latter two places having had only one each. Her necess, as all our readers know, was something with ut precedent. Vast throngs filled the Theater to wit ness her impersonations. Of these spectators the maority did not understand her language, but were non he less borne away by the impetuous genius, and the art, severely cultivated and refined, of this modern ragic muse. We speak within bounds, and we record a fact which surpasses all previous expectation when we say that the net profits of M'lle Rachel's brief and brilliant career of thirty nights in New-York and Bos ton were scarcely less than sixty thousand dollars.

This course of success was interrupted not by any fickieness in the public or any failure in the trage dienne, but by illness. A cold, contracted under the rather inhospitable Boston sky, became confirmed by he extraordinary exertions of her last fortnight here and still further aggravated at Philadelphia, where sh played Camille in a house chilly with the cold of Win ter, and without the necessary means of warming. She became there dangerously ill, but recovered sufficiently to go to Charleston, where, after remaining some time, she gave Adricane Lecouvreur, her last representation in America. Thence to Havana in the pe of entire recovery through the favorable influowed. It was here found necessary to break up the enterprise, and nearly all the members of the com pany went home, Mile. Rachel, unwilling that he brother, the Manager, should be a loser herself, paying their expenses, and fulfilling to the letter all the terms of their respective contracts.

M'lle Rachel arrived here from Havana on Sunday last, on her way to France, and sails this morning in the steamer Fulton for Havre. Though somewhat better than on leaving Havana, her health is still very delicate, and she naturally desires without loss of tim to regain the air of her own country and to seek the advice of her physicians at Paris. We trust she may find in them all the benefit that can possibly be hoped, and that she may ere long resume and complete the circle of her American triumphs.

MARINE AFFAIRS.

THE NEW STEAMSHIP FULTON.

To-day, at noon, the new steamship Fulton will sail from this port for Southampton and Havre, under the command of Capt. J. A. Wotton, on her first voyage. The Fulton is the consort of the steamship Arago in the Havre line, and both of them supply the places of the tesmers Humboldt and Franklin, the former of which was cast away near Halifax, and the latter beached in a fog at Moriches, L. I. Mesers. Aspinwall laid the keel of this vessel nearly two years ago, but, after partly planking her, suspended operations for some unknown reason, and she laid seasoning on the stocks until purchased and completed by her present owners. The dimensions of the Fulton and her machinery are:

dimensions of the Fulton and her mach
Extreme length on deck fost.
Length of keel, feet.
Breadth of beam, feet.
Breadth of beam, feet.
Heath of hold, feet.
Towneng (Custom House) una.
Tower of angines (two oscillating), horses.
Diameter of cylinders, inches.
Length of stroke, feet
Length of paddle, feet,
Berths for passengers.
Cepacity for freight, tuns.
e. Fulton is stortly built of white only The Fulton is stoutly built of white oak and yellow

pine. Her ceiling is of extra thick yellow pine, the trame is diagonally strapped with 5-in.x2-in. straps, four feet apart, up to her main deck, and double planked with white oak from her keel to her 20-feet oad line. She is quite sharp and high in the bows, bark-rigged, and nearly a clipper in model. It is gratfying to remark, that while this steamship is equal to any affoat in excellence of cabin and stateroom accommodations, she is superior to many in the requisites of strength and safety. Her hold is divided into five water-tight compartments, by nine-inch bulkheads, and a fifteen-inch bulkhead of yellow pine runs through t fore and aft. She has eight large boats, ranging from 24 to 30 feet in length, and capable of carrying 450 people; six of these are Francis's metallic life boats, and the other two are of wood. These boats are all hung on davits over each side of the vessel, ready for instant service, two of them forward and six aft the paddle-boxes. The rank of the officer in command of each boat is distinctly painted upon its side and we observed a number of printed regulations hung ue, which assigned to every passenger, and every sailor, fireman, waiter, or other person on board his distinctive place in the boat to which he belonged. The duties of every officer and mem-ber of the crew, should it be necessary to leave the ship, are distinctly set forth, and if the crew are well drilled no apprehension of a panic need ever e entertained. Equally valuable are the regulation or the treatment of fires, which aided by two of Worthington's largest steam-pumps, two large bilgeinjections, two powerful bilge-pumps, four deck-pumps, and Downton pumps—in all thirteen force-pumps of great power, should give assurance to the most timorous. As she carries 1,200 feet of hose with this forcing power, it is obvious that so fire could gain a dangerous headway. In addition to her life-boats, she carries 375 life-preserves, in the form of pillows, and cork belts, one of which is placed the berth of every passenger.

in the berth of every passenger.

The Fulton is furnished in all respects equal to the first-class hotels of New-York. Her furniture and upholstery are elegant, luxurious and comfortable. It is curcely necessary to go into a detailed description of the pantry, galleys, ice-houses, and so forth; suffice it that they seemed to be replete with everything requisite to the comfort of the passengers. The state-rooms and saloons are well lighted, ventilated and warmed. The heating pipes are kept out of sight by tastilywoven wire coverings; and we observed that th usual rope bulwark nettings on the spar deck were re placed by a strong galvanized iron railing, much mor safe and durable. The same material, wrought into uspension-bridge across the paddle-boxes, forms very light and airy, and yet firm and substantial

The working force of this steamer consists of capain, four mates and 30 seamen, chief engineer, si assistants, 24 firemen, steward and 50 assistants-mak

The Fulton will take out about 50 passengers-among

hem M'lle Rachel.

UNKNOWN SCHOONER IN LONG ISLAND SOUND. A Hell-Gate pilot reports that on the morning of he 7th inst., when at Norwalk Islands, he observed a arge schooner in the ice near Southport, with a signal of distress. She was blown off toward Huntington, and afterward drifted back past Norwalk to the eastward. Her name, hall, or destination, was not known. It was supposed she was not leaking, but perhaps

short of provisions. SAFETY OF MISSING PILOT. Capt. John Roberts, of the New-Jersey pilot boat

Mary Taylor, No. 5, who has been missing for some time, is reported as having arrived safe at Halifax. The information was transmitted in a telegraphic dispatch from that place to his family in Brooklyn. He had been placed on board of a Portuguese schooner name not known bound to this port, on the 8th of January, and not yet having arrived it was inferred road, by way of Portage City. In Winter, how-ever, much distance and hill can be saved by pass-ing through the Devil's Lake gorge, of which, as

Bernuda, and that Mr. Roberts then went to Halifax by steamer.

PROPERTY OF THE PARTY BY A PROPERTY OF

THE BRIG SANUEL AND EDWARD. This vessel, which has been lying on the beach at

Long Branch for some weeks, was got off yesterday. Tue Pacipic .- An article in one of the morning papers, stating that the Pacific was announced to leave Liverpool on the 30th instead of the 23d, is erroneous Her agents know of no reason that would have per vented her leaving on her appointed day.

THE STATEN ISLAND FERRY.

The Committee to whom was referred the matter of the Staten Island Ferry, as to its safety and condition eport as follows:

The Committee engaged the services of competent men to examine the steamboats—the Sylph, the Hunchback, the Huguenot and the States Islander now plying alternately on the ferry in question.

Mr. James M. Low, one of the gentlemen thus engaged, and on whose intelligence and experience the Committee rely, has given them, in the form of a report elaborately and carefully prepared, the result of his investigation. He finds the four boats in question improperly constructed for ferry purposes, and unsafe. A copy of his report is annexed hereto.

The four boats in question are not constructed on the plan adopted by Mr. Low, and which a regard for the public safety would seem to require.

The Committee feel great reluctance in creating as alarm of this nature in the public mind, as injurious to the interests of the Island; but a sense of public duty calls upon them to lay open the result of their investi-

calls upon them to lay open the result of their investigations.

The boats so employed upon the ferry are not only unsafe, but the Committee find that no precautionary means have been furnished by the proprietors of the ferry for the escape or protection of passengers in case of accident, to which the best regulated ferry may be sometimes exposed.

The laws of the United States, which are very stringent and exacting, make provisions to guard against accidents occurring on board of steamboats; and, among other things, require that they should be provided with suitable small boats for the protection of passengers; but ferry-boats are exampt from the operation of these laws. A sufficient protection, it is supposed, will be given by the authorities granting the ferry-license, to regulate the ferries as public convenience and safety may require. But, in the case of the Staten Island ferry, the proprietors of the boats now plying between Staten Island and the City of New-York have no licenses from the City Authorities; and the consequence is that the traveling community between these points is unprotected, either by the laws of the United States or by the terms and conditions upon which ferry-licenses or leases are usually tions upon which ferry-licenses or leases are usually granted.

tions upon which ferry-licenses or leases are usually granted.

The Committee also report that the accommodations at the landings on both sides of the ferry are most inadequate and unsuitable. They are so small and badly provided that a large majority of the passengers, including women and children, are oftentimes left exposed, without any shelter whatever to the inclemencies of the season. A comparison between the accommodations provided by the proprietors of the Statea-Island ferry, on the city side, with those furnished by the South Ferry Company, on the same side, and which invite comparison from their proximity, is a better comment on this branch of their report than any which this Committee can make.

There is another matter connected with the ferry in question, which the Committee find it their duty to report upon.

It is ascertained that there are about 200,000 individuals who transact business in the City of New-

It is ascertained that there are about 200,000 individuals who transact business in the City of New-York and who reside in its suburbs. Of these Staten Island has its fair proportion, among whem are some of the most prominent business men of the city. Possessing a ferry-passage less obstructed by ice than that between Brooklyn or Jersey City and the City of New-York, there exists no reason, in the opinion of this committee, why the Staten Island Ferry should not be made to accommodate the public at all hours, that it may serve the purposes of the man of moderate as well as the man of large means. The suburbs furnish great relief to the rent-payers of the city. Hoboken, Jersey City, and Williamsburgh have, however, ceased to furnish cheap rents, or at least as cheap as can be furnished on Staten Island, if the ferry there should be regulated with a due regard to the making of early and late trips, and occasionally of making trips through the night. It is no answer to this suggestion that the night trips are not profitable to the Brooklyn or to the Jersey City Ferry Companies; but the public convenience requires it, and their profit derived from these ferries generally enable them to

Brookiyn or to the Jersey City Ferry Companies; but the public convenience requires it, and their profits derived from these ferries generally enable them to make some small scarifices to the public interest.

The profits of the Staten Island Ferry will yield a net gain of 50 to 60 per cent annually upon the capital invested in the ferry proper—that is to say, upon the capital invested in boats and the necessary appendages to the ferry—will enable them to make the same sacrifice to the public convenience.

After a careful examination of the subject, the Committee have toins to the conclusion.

After a careful examination of the subject, the Committee have come to the conclusion that the deficiencies of the present ferry arise from two causes. First, it is a matter in which the public have a deep interest, but over which they have no control; it being subject to the management of a few men, it has been made subservicent to private rather than to public ends. Secondly, the ferry is not restricted and regulated by any of the terms and conditions which are available. f the terms and conditi attached to ferry licenses, and which are necessary as well for the public safety as for their accommo-

as well for the public salety as dation.

Let there be organized a Ferry Company, of which the stock shall be generally distributed, subject to the control of the usual ferry license, and the Committee feel assured that the communication between the city and the island will become suitable and adequate, while the undertaking would yield a large profit upon the investment.

N. Dark Ellisowood.

Chalman of the Committee.

REPORT OF THE SURVEYOR.

REPORT OF THE SURVEYOR.

NEW-YORK, Tuesday, Feb. 5, 1856.

N. D. Ellingwood, Esq. Chairman of the Committee for Inscripping the Staten Island Ferry Boats:

Sire: By the request of T. B. Satterthwaite, Esq., I called on board the Staten Island ferry boats to examine their condition, also their capability of performing the services for which they are required.

I was received very politely by the officers of the Company, and shown through the boats. I examined four of them, and report as follows, viz.:

Sylph—I found to be about twelve years old, fair built and good materials; shows considerable hard service; has had frequent repairs, and is now in fair order and good running condition for a Summer boat; but her construction is not suitable for the Winter season and expression to the loc in our rivers. Her frame is very light and lightly fastened, timbers far apart and small at the tops, and particularly around the lows, where she has to receive the greatest resistance from the ice. She was constructed. I presume, for speed more than strength, therefore made as light as possible:

Hörchbock—Built in 1832—is the best boat; fair built and materials good, as far as can be seen; is in good order, and is good Summer boat; has a light frame, and rather light deak frame for so much top weight; her construction is not suitable for a Winter boat in the ket; there are not timbers enough (too far apart) to receive the great pressure of the lee, in the tide's ways; the ends are not filled in solid, as all boats should be built, intended for ferry purposes.

**Heguenot—is getting old.* I believe she was built in 1843; was lengthened about two years since, and had a good overhaul; found to be sound. She is in feir running order as regards her built, but the difficulty of old boats is that they get iron sick, and it is hard to tell where it is. She has been built similar to consider all boats should be filled in solid at the ends, for Winter or Summer, for they frequently come in counted in forty weather; and in case of ten Islander-I found to be an old boat, sixteen years old

the shore.

Staten Islander—I found to be an old boat, sixteen years old, but she may be called a good boat for her age; is in fair running order. She is differently constructed from the other boats, by being braced between the frames along her midships sections; in view of this her aides would bear more pressure than the other boats. Still, her lows are no better, not being filled in solid; frame timbers far apart. I should judge, also, that some of her iron fastenings must be bad. They are now putting in a new wheel, and also some planks on the bows, to protect them from the ice. That is well as far as it goes. At any rate, I do not think her fit for Winter service, particularly in the ice.

In this report of the above boats, I wish you to take into consideration that the opportunity to examine is not what I would wish, for many parts below I cannot see on account of watertanks, calin and builsheads, &c., nor can I say if they are sound, unless the planking or ceiling be removed. Mr. J. Sound, unless the planking or ceiling the removed. Mr. J. Thompson, the superintendent of the ferry, says that he has had them sound when he has had them under repairs. But is the construction of the boats I cannot well be deceived. I could see enough to satisfy me that they were built more for speed than strength.

the construction of the boats I cannot well be deceived, could see enough to earlier they me that they were built more for speed than already.

I wish to say a few words as regards my experience in ferry-boat building, as well as many other kinds of ship-building. I have superintended the Union forry-boats—three for the Union Company, Brodsyn, and six for the Williamsburgh Company—besides three steamships, many sailing ships, brigs and schooter—in all about thirty vessels.

In the construction of ferry beats for our rivers, I have always looked more to the strength then the speed, therefore the model must be considered to give them good bearings and sufficient stability to stand upright in running, and bear any look that may be put on their docks. To support the weight on them, they must have a frame of sufficient strength, and well secured throughout. I have generally put in double frames 20 linches from center to center, and heavy wheel beams of pine, and all the sheds of the beats are oak, and very securely put together, being able to stand any resistance that they may at any time meet with, without injury to the beat. Also, the boat must be niled in solid between the frames, to first may may a may time meet with, without injury to the boat. Also, the boat must be niled in solid between the frames, well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any well mide; in case the risanks are cut through with ice or any other substance, she would not fill with water for a long time.

I same further particulars i